



## Notices to Consignees.

## UNION LINE.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND SINGAPORE.

THE Steamship *Siam*, Captain Long, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for signature, and to take immediate delivery of their Goods from alongside.

The Steamship is berthed at Kowloon and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before 2 p.m. To-day, the 28th inst.

All Claims against the Steamship must be presented to the Underwriter on or before the 31st instant, or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, March 25, 1889.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Lady*, Captain Peter, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for signature, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day, the 28th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 4 p.m.

No Fire Insurance has been effected.

STIEMSEN & Co., Agents.

Hongkong, March 23, 1889.

## Insurance.

QUREN FIRE INSURANCE COMPANY.

THE Underwriter, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwriter, Agents for the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., Agents.

Hongkong, January 1, 1882.

TO-day's Advertisements.

THEATRE ROYAL.

CITY HALL.

Under the distinguished Patronage and in the Presence of

H.E. Sir G. W. DES VŒUX, K.C.M.G., and

LADY DES VŒUX.

THIS EVENING.

Thursday, 28th March, at 9 p.m.

AMY SHERRIN.

The distinguished PRIMA DONNA of COVENT GARDEN, Her Majesty's, CHATELAIN.

Acknowledged by Press and Public to be the most accomplished Lyric Artist who has ever visited the East, (and this opinion has been endorsed by the leading papers and the public of Hongkong).

ASTORIA & Co., Agents.

ENGLISH OPERA COMPANY.

TO-day (Thursday), MARCH 28th,

Third and Fourth Scenes from

'TROVATORE.'

SATURDAY, MARCH 30th.

GRAND REGIMENTAL COMMAND

NIGHT.

Under the Patronage of Col. FORBES.

ROBERTSON and OFFICERS of the

A. & S. Highlanders.

Donizetti's entire Comic & Romantic Opera

The

Daughter of the Regiment,

with the assistance of Members of the Band

of the A. & S. Highlanders, by kind

permission of the Col. and Officers.

Owing to many requests the Performances

heretofore will take place on MONDAYS,

THURSDAYS, and SATURDAYS.

MONDAY, 1st APRIL.

GRAND SCOTTISH NIGHT.

including Scenes from Sir Walter Scott's

The Bride of Lammermoor.

Box Plan at Messrs. KELLY & WALSH'S,

LD., where Seats can be secured in advance

for the entire Season.

Soldiers in uniform 50 cents to Back

Seats, other Prices as usual.

Doors open at 8.30, to commence at 9 p.m.

HUGO GORLITZ,

Manager.

Hongkong, March 28, 1889.

FOR SHANGHAI.

The Steamship

Capt. R. KOHLER, will be

despatched for the above

Port on SATURDAY, the 30th instant, at

Noon.

For Freight or Passage, apply to

STIEMSEN & Co.

Hongkong, March 28, 1889.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s

Steamship

Nizam

will leave for the above

place about 24 hours after her arrival with

the next English Mail.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, March 28, 1889.

## To-day's Advertisements.

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship

Cyclops, Captain KIBI, will be

despatched as above on

SATURDAY, the 30th inst., at Daylight.

For Freight or Passage, apply to

RUTHERFORD & SWIRE.

Hongkong, March 28, 1889.

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo

are requested to send in their Bills of

Lading to the Underwriter for counter-

signature, and to take immediate delivery.

This Cargo has been landed and stored at

their risk and expense.

No Fire Insurance has been effected.

Ex Bore and Lijnah.

48 (in part) Nos. 6/161 & 2 Cases

of Wool, 1855, from

London, consigned

to Order.

G. DE CHAMPEAUX,

Agent.

Hongkong, March 28, 1889.

THE HONGKONG

LAND INVESTMENT AND

AGENCY COMPANY.

LIMITED.

SUBSCRIBED CAPITAL, \$2,500,000

PAYED UP CAPITAL, 1,000,000

Board of Directors:

HON. J. BELL IRVING, CHAIRMAN.

HON. G. P. CHATWIN, Vice-Chairman.

MR. P. A. SOMMER.

MR. J. S. MOSES.

MR. S. C. MICHAELSON.

MR. G. E. NOBLE.

MR. LEE SING.

MR. POON TONG.

Bankers:

THE HONGKONG AND SHANGHAI

BANKING CORPORATION.

THE Objects for which this Company are

formed are to transact in the Colony

of Hongkong and its Dependencies, the

Purchase and Sale of Property, to advance

monies on Mortgage, to undertake the

Management and Agency of Estates, and

generally to carry on any Business in

connection with Landed Property.

The fullest information can be had on

application at the Company's Offices, No. 7,

Queen's Road Central.

ALEXANDER LEVY,

Secretary (Pro Tem).

Victoria Buildings,

Hongkong, 28th March, 1889.

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STEAM FOR

SINGAPORE, PENANG,

COLOMBO, ADEN, PORT SAID,

MAUSSE, HATTA, HATTA,

VENICE, PLYMOUTH AND

LONDON.

ALSO,

BOMBAY, MADRAS, CALCUTTA

AND AUSTRALIA.

N.B.—Cargo can be taken through India

GANGA, Captain T. J. ADKINSON, with

Her Majesty's Mail, will be despatched

for this LONDON, via BOMBAY

and SUEZ CANAL, on WEDNESDAY,

10th April, 1889, at Noon.

Cargo will be received on board until

4 p.m. on the day before sailing.

Parcels and Special Goods at the Office

until 4 p.m. on the day before sailing.

Silk and Valuable Goods for Europe will be

transhipped at Colombo; Tea and General

Cargo for London will be conveyed via

Bombay without transhipment, arriving one

week later than by the ordinary direct route

via Colombo.

For further Particulars regarding

Freight and Passage, apply to the

Executive and Commercial Steam Navigation

Company's Office, Hongkong.

The Contents and Value of Packages are

required to be declared prior to shipment.

Shippers are particularly requested to

note the terms and conditions of the Com-

pany's Black Bills of Lading.

Passengers desirous of insuring their bag-

gage can do so on application at the Com-

pany's Office.

This Steamship takes Cargo and Passengers

for MADRILLAS.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, March 28, 1889.

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DAKIN BROS. OF CHINA,

LIMITED,

CHEMISTS.

DAKIN BROTHERS'

DISINFECTANT

SOLUBLE CRESOL,

EFFICIENT,

ECONOMICAL,

Non-Poisonous, Non-Corrosive.

One part to one thousand of water.

FORMS a strong reliable Disinfecting

Solution, that removes noxious odours

by destroying all contagious matter,

and arresting putrefaction. It puri-

fies and sweetens drains, latrines,

cesspools, &c., while it will not in-

jure persons or fabrics.

Sold in 8 oz. and 16 oz. bottles.

Hongkong, March 18, 1889.

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## To-day's Advertisements.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship

Frederick, Captain BRETEL,

will be despatched for the above

Ports TO-MORROW, the 29th inst.,

at 5 p.m.

G. DE CHAMPEAUX,

Agent.

Hongkong, March 28, 1889.

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## SHIPPING.

## ARRIVALS.

March 27, 1889.

Cyclops, British steamer, 1,263, Nish,

Liverpool and Singapore March 21, 5 p.m.,

General.—BUTTERFIELD & SWIRE.

March 28.

Kuan Lee, Chinese str., 1,508, Lan-

caster, Shanghai March 24, and Swatow 27.

General.—C. M. S. N. Co.

Marie, German str., 704, E. A. Hunder-

walt, Haiphong March 24, Rio—A. R.

MARTY.

Phi Que, French steamer, 183, Robin,

Haiphong March 6, General. WING TAI.

Amoy, German steamer, 6 in Whampoa.

Frederick, French steamer, 2,303, A.

Bretel, Marseilles Feb. 24, Alexandria Mar.

1, Port Said 2, 12, 24, 26, 28, 30, 31, 1, 2,

3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 1, 2, 3, 4, 5,

6, 7, 8, 9, 10, 11, 12, 1, 2, 3, 4, 5, 6, 7,

8, 9, 10, 11, 12, 1, 2, 3, 4, 5, 6, 7, 8, 9,

10, 11, 12, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,

11, 12, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11,

12, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 1,

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 1, 2,

3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 1, 2, 3,

4, 5, 6, 7, 8, 9, 10, 11, 12, 1, 2, 3, 4,

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avowed from your Company if made by you agent at San Francisco in the paragraph above.

I shall be glad to have your explanation as soon as possible.—I am, Dear Sir, yours obediently,

JOHN WILLIAMS.

(Copy.)

SOUTH BRITISH FIRE AND MARINE INSURANCE CO. OF NEW ZEALAND, Hongkong, March 28, 1899.

JOHN WILLIAMS, Esq., Secretary, The Shark Fishery Company, Limited, DEAR SIR,—I beg to acknowledge the receipt of your letter of today. I am inclined to think that the statements of which you complain have been misinterpreted by the San Francisco reporter.

Mr. Murray, the manager, is too careful and business-like a man to say that he is acting as agent for the owners of the vessel when he is not. He is, however, in connection with our agents in the Colony, trying to get on the traces of the *Wanderer* missing.

With regard to the rumor that the vessel has been stolen and not lost, I would simply say that I do not know how people in San Francisco can get hold of the report, nor do I know on what such a report is based.

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I remain, Dear Sir, yours faithfully,

FREDERICK C. DOLMAN,

Acting Manager.

[We have much pleasure in publishing the above correspondence. Our reproduction of the paragraph in the San Francisco papers has made an explanation of the true position of matters as it is known here, and it is to be hoped that the matter will be cleared up.]

That is one.—E.D.C.M.]

#### THE TEA TRADE OF CHINA AND INDIA.

Accompanying the reports of the Commissioners of Customs in the book 'Tea-1888,' to which we referred the other day, are several tables showing the growth of the India tea trade and the decline of the Chinese trade. Fifty years ago there was practically no tea grown in India. In 1838 about 600 lbs. were sent to England as an experiment, but it was not till 1851 that any appreciable quantity was exported. The following table shows the growth since that date:—

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1880.....	220,000
1885.....	220,000
1890.....	220,000
1895.....	220,000
1900.....	220,000

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It will be seen from these statistics that the decrease occurs mainly in the export to England, where the Indian tea has been introduced in competition with it. Of every 100 lbs. tea, which was bought in England in 1865, 97 lbs. were Chinese and only 3 lbs. Indian. In 1886 the proportion was 80 lbs. Chinese to 20 lbs. Indian. Sir Robert Thompson, a part of the decrease is due to tea for Russia being exported direct instead of by London, but this does not account for the great proportion of Indian tea that is now consumed in England. Statistics for 1888 will show whether the Indian tea is doing its way in larger and larger quantities into America and Australia.

#### BETRAYAL OF FRENCH COMMERCIAL INTERESTS AT CANTON.

Under the above heading there is an article in *La Geographic*, of which the following is a condensed translation:—

In 1862 the Chinese conceded in perpetuity to Europe a place to which they might transport their establishments, the island of Shamen, bounded by the Chow-king (Pearl River) and by a canal which isolates it from the suburbs of Canton. Two-thirds of the territory belongs to England, the other third, Chinese, to about twenty lots, in the property of the French Government. The English were not long in constructing on Shamen a Consulate, and an Episcopal Chapel, and in selling lots suitable for European commerce.

Thinking that France had not spent its money and the lives of its soldiers to obtain a vague territory, French and Belgian merchants asked our Consular authorities to follow the example of the English and take the necessary steps to put up the lots in the French Concession to auction. The Consuls referred the matter to the Minister of Foreign Affairs and the Legation at Peking. That was thirty years ago, and a solution of the question is still pending. Our people have grown tired of the systematic neglect of the Administration, and have carried elsewhere the activity and capital which they expected to expend in Canton—a place, the importance of which would one day be suggested by the conquest of Tonkin, but which was then the very first important to the country which has the monopoly of the silk industry. The French Concession has remained a vague piece of ground (terre vague), of which the Chinese have camped there during the riot of 1853 to defend the Europeans, took it by bit possession. This is not all. The island of Shamen, formed of ground resting on a sand bank, can only resist the caprice of the Pearl River by a constant maintenance of quays to embank it. The financial department of the Foreign Affairs office, by declining to repair the quays, are putting the security of the whole island at the mercy of a sudden spate of the river, exposing France to having to bear the responsibility for any catastrophe that may be produced. One man

of keeping up the quays of our concession would be to have on our territory residents paying municipal taxes. It is true that the time of open auctions has been allowed to pass, the French applicants of 1862, whose names and offers remain on the registers of the Canton Consulate, being dead. The Anglo-Germans who, on account of our criminal administrative carelessness, have been saved a tremendous French competition at Canton, could snap up our lots when put up to auction, in order to take advantage of the fact that the representatives of our commerce of 29,000 sales of silk which alone consumes 15,000,000. If Lyons therefore bought directly in Canton it would be disastrous to the Anglo-German establishments. The Lyons house of Coton & Girard has, it is true, a representative in Canton, but this is not the English concession is limited in his commercial transactions by the contract which binds him to his hosts, Messrs Russell & Co. Our Consul also lives in a second-class residence in the English Concession, and is consequently subjected to the humiliating protection of the British police, who in the month of April 1888 took advantage of this to insult him after allowing an attempt at assassination to be made on him. This fantastic caricature is beginning to occupy the attention of the Chambers of Commerce and syndicates interested. For thirty years there has been a manifest betrayal of our interests. The Department of Foreign Affairs has not been instructed by its agents in Canton. Not one of the holders of that important office or the administrators of it have failed to demand the utilization of the *terra vague* belonging to France, one of the most important sources of competition in commercial matters is recognised only by his numerous enemies, addressed last year to the ministry a report on this important question of the neglect of French interests in Canton. No French Consul has been given in the *Bulletin Consulaire*. The Chambers of Commerce and syndicates would certainly have been interested for the author put forward the idea, the only practical one now, to give the lots to the Canton Consulate as a premium to our national commerce for the establishment of syndical offices or banks. If the Minister of Foreign Affairs will not listen to the demands made by the French merchants the latter may obtain a judicial order and proceed to the division of the ground among the syndical chambers. As there is not a single French policeman in Canton the Minister of Foreign Affairs will be obliged to allow the agents of the French syndicates to build, unless he sends our Chinese agents to fight French commerce and to defend its rising establishments.

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It will be seen from these statistics that the decrease occurs mainly in the export to England, where the Indian tea has been introduced in competition with it. Of every 100 lbs. tea, which was bought in England in 1865, 97 lbs. were Chinese and only 3 lbs. Indian. In 1886 the proportion was 80 lbs. Chinese to 20 lbs. Indian. Sir Robert Thompson, a part of the decrease is due to tea for Russia being exported direct instead of by London, but this does not account for the great proportion of Indian tea that is now consumed in England. Statistics for 1888 will show whether the Indian tea is doing its way in larger and larger quantities into America and Australia.

#### BETRAYAL OF FRENCH COMMERCIAL INTERESTS AT CANTON.

Under the above heading there is an article in *La Geographic*, of which the following is a condensed translation:—

In 1862 the Chinese conceded in perpetuity to Europe a place to which they might transport their establishments, the island of Shamen, bounded by the Chow-king (Pearl River) and by a canal which isolates it from the suburbs of Canton. Two-thirds of the territory belongs to England, the other third, Chinese, to about twenty lots, in the property of the French Government. The English were not long in constructing on Shamen a Consulate, and an Episcopal Chapel, and in selling lots suitable for European commerce.

Thinking that France had not spent its money and the lives of its soldiers to obtain a vague territory, French and Belgian merchants asked our Consular authorities to follow the example of the English and take the necessary steps to put up the lots in the French Concession to auction. The Consuls referred the matter to the Minister of Foreign Affairs and the Legation at Peking. That was thirty years ago, and a solution of the question is still pending. Our people have grown tired of the systematic neglect of the Administration, and have carried elsewhere the activity and capital which they expected to expend in Canton—a place, the importance of which would one day be suggested by the conquest of Tonkin, but which was then the very first important to the country which has the monopoly of the silk industry. The French Concession has remained a vague piece of ground (terre vague), of which the Chinese have camped there during the riot of 1853 to defend the Europeans, took it by bit possession. This is not all. The island of Shamen, formed of ground resting on a sand bank, can only resist the caprice of the Pearl River by a constant maintenance of quays to embank it. The financial department of the Foreign Affairs office, by declining to repair the quays, are putting the security of the whole island at the mercy of a sudden spate of the river, exposing France to having to bear the responsibility for any catastrophe that may be produced. One man

of keeping up the quays of our concession would be to have on our territory residents paying municipal taxes. It is true that the time of open auctions has been allowed to pass, the French applicants of 1862, whose names and offers remain on the registers of the Canton Consulate, being dead. The Anglo-Germans who, on account of our criminal administrative carelessness, have been saved a tremendous French competition at Canton, could snap up our lots when put up to auction, in order to take advantage of the fact that the representatives of our commerce of 29,000 sales of silk which alone consumes 15,000,000. If Lyons therefore bought directly in Canton it would be disastrous to the Anglo-German establishments. The Lyons house of Coton & Girard has, it is true, a representative in Canton, but this is not the English concession is limited in his commercial transactions by the contract which binds him to his hosts, Messrs Russell & Co. Our Consul also lives in a second-class residence in the English Concession, and is consequently subjected to the humiliating protection of the British police, who in the month of April 1888 took advantage of this to insult him after allowing an attempt at assassination to be made on him. This fantastic caricature is beginning to occupy the attention of the Chambers of Commerce and syndicates interested. For thirty years there has been a manifest betrayal of our interests. The Department of Foreign Affairs has not been instructed by its agents in Canton. Not one of the holders of that important office or the administrators of it have failed to demand the utilization of the *terra vague* belonging to France, one of the most important sources of competition in commercial matters is recognised only by his numerous enemies, addressed last year to the ministry a report on this important question of the neglect of French interests in Canton. No French Consul has been given in the *Bulletin Consulaire*. The Chambers of Commerce and syndicates would certainly have been interested for the author put forward the idea, the only practical one now, to give the lots to the Canton Consulate as a premium to our national commerce for the establishment of syndical offices or banks. If the Minister of Foreign Affairs will not listen to the demands made by the French merchants the latter may obtain a judicial order and proceed to the division of the ground among the syndical chambers. As there is not a single French policeman in Canton the Minister of Foreign Affairs will be obliged to allow the agents of the French syndicates to build, unless he sends our Chinese agents to fight French commerce and to defend its rising establishments.

JOHN WILLIAMS, Esq., Secretary, The Shark Fishery Company, Limited, DEAR SIR,—I beg to acknowledge the receipt of your letter of today. I am inclined to think that the statements of which you complain have been misinterpreted by the San Francisco reporter.

Mr. Murray, the manager, is too careful and business-like a man to say that he is acting as agent for the owners of the vessel when he is not. He is, however, in connection with our agents in the Colony, trying to get on the traces of the *Wanderer* missing.

With regard to the rumor that the vessel has been stolen and not lost, I would simply say that I do not know how people in San Francisco can get hold of the report, nor do I know on what such a report is based.

As to Captain Walker not being a 'white sheep,' I am saying nothing, as I know nothing for or against him.

In conclusion I would say that the Company is trying to trace to the end the truth or untruth of the rumor about the *Wanderer* missing.

I remain, Dear Sir, yours faithfully,

FREDERICK C. DOLMAN,

Acting Manager.

[We have much pleasure in publishing the above correspondence. Our reproduction of the paragraph in the San Francisco papers has made an explanation of the true position of matters as it is known here, and it is to be hoped that the matter will be cleared up.]

That is one.—E.D.C.M.]

#### THE TEA TRADE OF CHINA AND INDIA.

Accompanying the reports of the Commissioners of Customs in the book 'Tea-1888,' to which we referred the other day, are several tables showing the growth of the India tea trade and the decline of the Chinese trade. Fifty years ago there was practically no tea grown in India. In 1838 about 600 lbs. were sent to England as an experiment, but it was not till 1851 that any appreciable quantity was exported. The following table shows the growth since that date:—

Year	Value
1851.....	200,000
1856.....	500,000
1861.....	1,300,000
1866.....	4,000,000
1871.....	11,500,000

Of the 70 millions in 1887 63 millions went to England, the balance going to Australia and other places. The following table shows the quantity of Chinese tea (in piculs) exported during a part of the same period:—

Year	Value
1855.....	220,000
1860.....	220,000
1865.....	220,000
1870.....	220,000
1875.....	220,000
1880.....	220,000
1885.....	220,000
1890.....	220,000
1895.....	220,000
1900.....	220,000

The figures for 1888 have not yet been compiled, but it is feared they will show a still further decline. The following table shows the quantity of tea (in piculs) exported during a part of the same period:—

Year	Value
1855.....	220,000
1860.....	220,000
1865.....	220,000
1870.....	220,000
1875.....	220,000
1880.....	220,000
1885.....	220,000
1890.....	220,000
1895.....	220,000
1900.....	220,000

It will be seen from these statistics that the decrease occurs mainly in the export to England, where the Indian tea has been introduced in competition with it. Of every 100 lbs. tea, which was bought in England in 1865, 97 lbs. were Chinese and only 3 lbs. Indian. In 1886 the proportion was 80 lbs. Chinese to 20 lbs. Indian. Sir Robert Thompson, a part of the decrease is due to tea for Russia being exported direct instead of by London, but this does not account for the great proportion of Indian tea that is now consumed in England. Statistics for 1888 will show whether the Indian tea is doing its way in larger and larger quantities into America and Australia.

## To Let.

**TO LET.**  
**N. O. 2. MORRISON HILL.**  
 Entry 1st April.  
 Apply to G. C. ANDERSON,  
 13, Praya Central.  
 Hongkong, February 23, 1889. 363

**TO LET.**  
**THE GROUND FLOOR OF HOUSE**  
 No. 4, Bare Buildings.  
 Possession from the 1st April next.  
 For Particulars, apply to  
**HOLLIDAY, WISE & Co.**  
 Hongkong, March 14, 1889. 488

**TO LET.**  
**ROOMS in 'COLLEGE CHAMBERS.'**  
 Apply to  
**DAVID SASSOON, SONS & Co.**  
 Hongkong, December 12, 1888. 504

**TO LET.**  
**GROUND FLOOR OF HOUSE No. 64,**  
**QUEEN'S ROAD CENTRAL.**  
 Possession from 1st April next.  
 Apply to  
**LAI HING & Co.,**  
 No. 153, Queen's Road Central.  
 Hongkong, March 13, 1889. 475

**TO LET.**  
**2ND FLOOR OF HOUSE No. 64, QUEEN'S**  
**ROAD CENTRAL.**  
 Possession from 1st April next.  
 Apply to  
**LAI HING & Co.,**  
 No. 153, Queen's Road Central.  
 Hongkong, March 13, 1889. 570

**TO LET.**  
**(With Immediate Possession.)**  
**NOS. 1, 2 & 4, QUEEN'S GARDENS.**  
 Apply to  
**G. C. ANDERSON,**  
 13, Praya Central.  
 Hongkong, March 14, 1889. 147

**TO LET.**  
**PEAK—'LA HOI' formerly**  
 occupied by Sir George P. P. P.  
 Apply to  
**H. N. MODY,**  
 Victoria Buildings.  
 Hongkong, December 12, 1888. 2096

## Mails.

## NOTICE.

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**STEAM FOR**  
**SAISON, SINGAPORE, BATAVIA,**  
**COLOMBE, ADEN, SUEZ,**  
**PORT SAID,**  
**MEDITERRANEAN AND**  
**BLACK SEA PORTS, ALEXANDRIA,**  
**MARSEILLE, AND PORTS**  
**OF BRAZIL, AND LA PLATA**  
**AND LONDON, HAVRE AND BORDEAUX.**

**ON WEDNESDAY, the 23rd April,**  
 1889, at 10 a.m., the Company's  
 S.S. **YANGTSE**, Commandant: FLANDERS,  
 with **MAILS, PASSENGERS, SPECIE,**  
 and **CARGO**, will leave this Port for the  
 above places.  
 Cargo and Specie will be registered for  
 London as well as for Marselle, and de-  
 posited in transit through Marselle for the  
 principal places of Europe.  
 Shipping Orders will be granted till  
 Noon.  
 Cargo will be received on board until 4  
 p.m. Specie and Parcels until 3 p.m. on  
 the 2nd April, 1889. (Parcels are not  
 to be sent on board; they must be left at  
 the Agency's Office.)  
 Contents and value of Packages are re-  
 quired.  
 For further particulars, apply at the  
 Company's Office.  
**G. de CHAMPEAUX,**  
 Agent.  
 Hongkong, March 23, 1889. 537

## Occidental &amp; Oriental Steam-Ship Company.

**TAKING CARGO AND PASSENGERS**  
**TO JAPAN, THE UNITED**  
**STATES, MEXICO, CENTRAL AND**  
**SOUTH AMERICA, AND EUROPE,**  
**VIA**  
**THE OVERLAND RAILWAYS,**  
**AND**  
**ATLANTIC & OTHER CONNECTING**  
**STEAMERS.**

**THE Steamship GALLIC** will be  
 despatched from San Francisco, via  
 Yokohama, on **TUESDAY, the 9th April,**  
 at 1 p.m.  
 Connection being made at Yokohama  
 with Steamers from Shanghai and Japan  
 Ports.  
 All Parcel Packages should be marked to  
 address in full; and same will be received  
 at the Company's Office, until 5 p.m. the  
 day previous to sailing.  
 First-class Fares granted as follows:—  
 To San Francisco ... \$200.00  
 To San Francisco and return ... 350.00  
 To Liverpool ... 325.00  
 To London ... 330.00  
 To other European points at proportionate  
 rates. Special reduced rates granted to  
 Officers of the Army, Navy, Civil Service,  
 and the Imperial Chinese Customs, to be  
 obtained on application.  
 Passengers by this Line have the option  
 of proceeding overland by the Southern  
 Pacific and connecting Lines, Central Pacific,  
 Northern Pacific or Canadian Pacific  
 Railways.  
 Passengers, who have paid full fare, re-  
 turning at San Francisco for China or  
 Japan (or vice versa) within one year will be  
 allowed a discount of 10%. This allowance  
 does not apply to through fares from China  
 and Japan to Europe.  
 Consular Invoices to accompany Cargo  
 destined to points beyond San Francisco,  
 in the United States, should be sent to the  
 Company's Office, addressed to the Col-  
 lector of Customs, San Francisco.  
 For further information as to Freight  
 or Passage, apply to the Agency of the  
 Company, No. 64, Queen's Road Central.  
**C. D. HARMAN,**  
 Agent.  
 Hongkong, March 23, 1889. 561

## Mails.

**U. S. MAIL LINE.**  
**PACIFIC MAIL-STEAMSHIP**  
**COMPANY.**  
**THROUGH TO NEW YORK, VIA**  
**OVERLAND RAILWAYS, AND TOUCHING**  
**AT YOKOHAMA, AND SAN FRANCISCO.**

**THE U. S. Mail Steamship CITY**  
**OF RIO DE JANEIRO** will be de-  
 partured for San Francisco, via Yokohama  
 on **SUNDAY, the 31st March, at Daylight,**  
 taking **PASSENGERS AND FREIGHT** for Japan,  
 the United States, and Europe.  
 Through Bills of Lading issued for trans-  
 portation to Yokohama and other Japan  
 Ports, to San Francisco, to Atlantic and  
 Inland Cities of the United States, via Over-  
 land Railway, to Havana, Trinidad, and  
 Demerara, and to ports in Mexico, Central  
 and South America, by the Company's and  
 connecting Steamers.  
 Through Passage Tickets granted to  
 England, France, and Germany by all  
 trans-Atlantic lines of Steamers.  
 First-class Fares granted as follows:—  
 To San Francisco ... \$200.00  
 To San Francisco and return ... 350.00  
 To Liverpool ... 325.00  
 To London ... 330.00  
 To other European points at proportionate  
 rates. Special reduced rates granted to  
 Officers of the Army, Navy, Civil Service  
 and the Imperial Chinese Customs, to be  
 obtained on application.  
 Passengers by this Line have the option  
 of proceeding overland by the Southern  
 Pacific and connecting Lines, Central Pacific,  
 Northern Pacific or Canadian Pacific  
 Railways.  
 Passengers, who have paid full fare, re-  
 turning at San Francisco for China or  
 Japan (or vice versa) within one year will be  
 allowed a discount of 10%. This allowance  
 does not apply to through fares from China  
 and Japan to Europe.  
 Freight will be received on board until 4  
 p.m. the day previous to sailing. Parcel  
 Packages will be received at the office until  
 5 p.m. same day; all Parcel Packages  
 should be marked to address in full; value  
 of same is required.  
 Consular Invoices to accompany Cargo  
 destined to points beyond San Francisco,  
 in the United States, should be sent to the  
 Company's Office in Sealed Envelopes,  
 addressed to the Collector of Customs at San  
 Francisco.  
 For further information as to Passage  
 and Freight, apply to the Agency of the  
 Company, No. 64, Queen's Road Central.  
**C. D. HARMAN,**  
 Agent.  
 Hongkong, March 13, 1889. 477

**CANADIAN PACIFIC STEAMSHIP**  
**COMPANY.**  
**TAKING CARGO AND PASSENGERS**  
**TO JAPAN, CANADA, THE**  
**UNITED STATES, AND EUROPE,**  
**VIA**  
**THE CANADIAN PACIFIC RAILWAY**  
**AND OTHER CONNECTING**  
**RAILWAY LINES & STEAMERS.**

**THE British Steamship ABBYSSINIA,**  
 3,651 Tons, registered, G. A. Lee, Com-  
 mander, will be despatched for YANCOU-  
 VER, R.C. and KOBÉ and YOKOHAMA,  
 on **THURSDAY, the 4th April, at Noon.**  
 Connection will be made at Yokohama  
 with Steamers from Shanghai and Japan  
 Ports, and at Vancouver with the  
 regular Steamers of the Pacific Coast  
 Steamship Company and other Steamers.  
 Through Passage Tickets granted to Eng-  
 land, France, and Germany by all trans-  
 Atlantic lines of Steamers.  
 First-class Fares granted as follows:—  
 To Vancouver & Victoria, Mex. \$160.00  
 To all common points in Can. ... 230.00  
 To the United States ... 250.00  
 To Liverpool ... 300.00  
 To London ... 305.00  
 To other European points at proportionate  
 rates. Special reduced rates granted to  
 Officers of the Army, Navy, Civil Service,  
 and the Imperial Chinese Customs, to be  
 obtained on application.  
 Consular Invoices to accompany Cargo  
 destined to points in the United States,  
 should be sent to the Company's Office,  
 addressed to Mr. D. E. BROWN, District  
 Freight Agent, Vancouver, B.C.  
 Freight will be received on board until  
 4 p.m. on the 3rd April.  
 All Parcels must be sent to our Office  
 and should be marked to address in full;  
 and the same will be received by us until  
 5 p.m. the day previous to sailing.  
 For information as to Passage or Freight,  
 apply to  
**ADAMSON, BELL & Co.,**  
 Agents.  
 Hongkong, March 7, 1889. 440

**NORDDEUTSCHER LLOYD.**  
**NOTICE.**  
**STEAM FOR**  
**SINGAPORE, COLOMBO, ADEN,**  
**SUEZ, PORT SAID,**  
**BRINDISI, GENOA,**  
**ANTWERP, BREMEN & HAMBURG,**  
**PORTS IN THE LEVANT, BLACK**  
**SEA & BALTIC PORTS;**  
**ALSO,**  
**LONDON, NEW YORK, BOSTON,**  
**BALTIMORE, NEW ORLEANS,**  
**GALVESTON & SOUTH AMERICAN**  
**PORTS.**

**THE COMPANY'S STEAMERS WILL CALL**  
**AT SOUTHAMPTON TO LAND PASSENGERS**  
**AND CARGO.**  
**N.B.—Cargo can be taken on through Bills**  
**of Lading for the principal places in**  
**RUSSIA.**

**ON SUNDAY, the 14th day of April,**  
 1889, at 10 a.m., the Company's  
 Steamship **PREUSSSEN**, Capt. C. FOMM,  
 with **MAILS, PASSENGERS, SPECIE,**  
 and **CARGO**, will leave this Port for the  
 above places.  
 Shipping Orders will be granted till  
 Noon. Cargo will be received on board  
 until 4 p.m. Specie and Parcels until 3 p.m.  
 on the 13th April, 1889. (Parcels are not  
 to be sent on board; they must be left at  
 the Agency's Office.) Contents and  
 value of Packages are required.  
 The Steamer has splendid Accommodation  
 and carries a Doctor and Stewardess.  
 For further Particulars, apply to  
**MEIKLEBROS & Co.,**  
 Agents.  
 Hongkong, March 13, 1889. 579

## Intimations.

**THE CHINA REVIEW.**  
**PUBLISHED BI-MONTHLY,**  
**TENTH YEAR.**

**THIS Review**, which was intended to meet  
 the wants of many students of Chinese  
 history and literature, and to supply the  
 wants of the general public, has reached its  
 fourteenth volume. The Review discusses  
 those topics which are of importance in the  
 minds of students of the Far East, and  
 about which every intelligent person con-  
 versed with China or Japan is desirous of  
 acquiring trustworthy information. It in-  
 cludes many interesting Notes and original  
 Papers on the Arts, Sciences, Ethnology,  
 Folklore, Geography, History, Literature,  
 Mythology, Natural History, Antiquities,  
 Social Customs, and Customs, etc., etc., of  
 China, Japan, Mongolia, Tibet, and the  
 Far East generally. Recently a new de-  
 parture has been taken, and the Review now  
 gives papers on Trade, Commerce, and  
 Descriptive notes of Travel by well-known  
 writers. It was thought that by extending  
 the scope of the Review in this direction,  
 the Magazine would be made more generally  
 useful.

The Review department receives special  
 attention, and endeavours are made to  
 present a careful and concise record of  
 literature on China, etc., and to give  
 critiques embodying sketches of the most  
 recent works on such topics. Authors and  
 Publishers are requested to forward works  
 to 'Editor, China Review, care of China  
 Mail Office.'

The Notes and Queries are still continued  
 and form an important means of obtaining  
 from and diffusing among students know-  
 ledge on obscure points.  
 The Correspondents' column also affords  
 further and greater facilities for the inter-  
 change of views and discussion of various  
 topics.  
 Original contributions in Chinese, Latin,  
 or any of the Modern Languages are re-  
 ceived. The papers are contributed by the  
 members of the various Consular, the Im-  
 perial Customs, and Hongkong Services,  
 and also by the Missionary bodies engaged  
 in a high degree of Chinese scholarship  
 is assiduously cultivated. Amongst the  
 regular contributors are Drs. Chalmers,  
 Eitel, Bretschneider, and Hirth, Professor  
 Legge, and Messrs. Balfour, Watson, Stent,  
 Phillips, Munroe, Gutzwiller, Johnston,  
 Faber, Knapik, Parker, Playfair, Giles,  
 Pion, and Taylor—all well-known names,  
 indicative of sound scholarship and thorough  
 mastery of their subject.

The Subscription is fixed at \$6.00 per  
 annum, postage included—payable in ad-  
 vance.  
 Orders for binding volumes will be  
 promptly attended to; Address: 'Man-  
 ager, China Mail Office.'

**OPINIONS OF THE PRESS.**  
 'All our learned societies should sub-  
 scribe to this scholarly and entertaining Re-  
 view.'—*Northern Christian Advocate* (U.S.).  
 'The China Review \*\*\* has an ex-  
 cellent table of contents.'—*Celestial Empire*.  
 'The Publication always contains subjects  
 of interest to sojourners in the Far East and  
 the present issue will hold favourable if not  
 advantageous comparison, with preceding  
 numbers.'—*Celestial Empire*.  
 'This number contains several articles  
 of interest and value.'—*North-China Herald*.  
 'The China Review for September-October  
 fully maintains the high standard of  
 excellence which characterizes this pub-  
 lication, and altogether forms a very  
 interesting and readable number. Me-  
 teorologists will find an interesting and  
 valuable contribution by Dr. Fritzsche,  
 on "The Amount of Precipitation (Rain  
 and Snow) of Peking," showing the results  
 of observations made at the Imperial Rus-  
 sian Observatory at Peking, from 1841 to  
 1880. "Notes on the Dutch Occupation  
 of Formosa," by Mr. Geo. Phillips, contains  
 some interesting information, although  
 much of it is second-hand. The Notices of  
 New Books include a most generous and  
 appreciative review of "The Divine Classic  
 of Nan-Hua," and the Notes and Queries  
 are as usual very interesting.'—*North-China*  
*Daily News*.

'A substantial and reliable Review which  
 all students of China and the Chinese would  
 do well to patronize.'—*Chrysanthemum*.  
 'The November-December number of  
 the China Review contains less variety than  
 usual, but the few articles are of interest-  
 ing. The opening paper by Mr. Herbert  
 A. Giles on "The New Testament in Chi-  
 nese" treats of a question that must neces-  
 sarily be of great importance in the eyes  
 of all missionaries. It is a paper of great  
 value, and is well illustrated. Dr. E. H.  
 Parker's "Short Journeys in Szechuen"  
 are continued, and a goodly instalment of  
 these travels in the interior of China is  
 given. Mr. F. H. Balfour contributes a  
 paper of some length entitled "The Em-  
 peror Ching, founder of the Chinese Em-  
 pire," which will be read with genuine  
 interest by students of Chinese history.  
 A few short notices of New Books and a  
 number of Notes and Queries, one of which  
 "On Chinese Oaths in Western Borneo  
 and Java" must have been placed under  
 a separate heading, complete  
 the number.'—*H.K. Daily Press*.  
 'The present publication, judging by the  
 number of letters to the Editor, is not  
 occupying a position, as regards China and  
 the neighbouring countries, some what simi-  
 lar to that which has been filled in India by the  
*Calcutta Review*. The great degree of at-  
 tention that has been bestowed of late years  
 upon the investigation of Chinese literature,  
 antiquities, and social developments, has led to  
 the accumulation of important stores of infor-  
 mation, rendering some such channel of pub-  
 licity as is now provided extremely desir-  
 able; and contributions of much interest  
 may fairly be looked for from the members  
 of the foreign consular services, the Chinese  
 Customs' corps, and the missionary body,  
 among whom a high degree of Chinese  
 scholarship is now generally cultivated,  
 and whose services are represented in the  
 number of the Review by papers highly  
 creditable to their respective authors. . . .  
 Some translations from Chinese novels and  
 plays are marked by both accuracy and fresh-  
 ness of style, and an account of the career of  
 the Chinese poet-statesman of the eleventh  
 century, Su Tung-p'o, by Mr. E. C. Bowra,  
 is not only historically valuable, but is also  
 distinguished by its literary grace. Beside  
 notices of new books relating to China and  
 the East, which will be a useful feature of  
 the Review, if carried out with punctuality  
 and detail, we are glad to notice that  
 "Notes" and "Queries" are destined to  
 find a place in its pages also. It is to be  
 hoped that this opening for contributions  
 in Chinese subjects may evoke a similar  
 degree of literary zeal to that which was  
 displayed during the lifetime of its prede-  
 cessor in the field, and that the *China Review*  
 may receive the support necessary to ensure  
 its continuance.'

**Mr. Andrew Wind,**  
**News Agent, &c.**  
**21, PARK ROW, NEW YORK;** is  
 authorized to receive Subscriptions,  
 Advertisements, &c., for the China Mail,  
 Overland China Mail, and China Review.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at  
 Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the  
 Harbour or midway between each shore are marked *a*, in conjunction with the figures denoting the sections.

**Section.**  
 1. From Green Island to the Gas Works.  
 2. From Gas Works to Jardine's Wharf.  
 3. From Jardine's Wharf to the Harbour Master's Office.  
 4. From Harbour Master's Office to the P. and O. Co.'s Office.  
 5. From P. and O. Co.'s Office to Peddar's Wharf.  
 6. From Peddar's Wharf to the Naval Yard.

**Section.**  
 7. From Naval Yard to Blue Buildings.  
 8. From Blue Buildings to East Point.  
 9. From Kowloon Island to North Point.  
 10. Kowloon Wharves.  
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>							
Abyssinia	5	Lee	Brit.	str.	2346	Mar. 19	Adamson, Bell & Co.
Banito	5	Clark	Brit.	str.	1435	Mar. 26	Gibb, Livingston & Co.
Canton	5	Brunner	Brit.	str.	1111	Mar. 27	Jardine, Matheson & Co.
Carrbrook	5	Cass	Brit.	str.	973	Mar. 27	Batterfield & Swire
Cicero	5	George	Brit.	str.	1030	Mar. 27	Tung Kee & Co.
City of Rio de Janeiro	5	Ward	Amer.	str.	3534	Mar. 24	M. S. S. Co.
Cyclops	5	Nish	Brit.	str.	1383	Mar. 27	Batterfield & Swire
Devawongse	5	Loft	Brit.	str.	1057	Mar. 27	Yuen Fat Hong
Diamanto	5	Taylor	Brit.	str.	514	Mar. 27	Russell & Co.
Don Juan	5	Marquez	Span.	str.	482	Mar. 26	Brandao & Co.
Fokien	5	Lewis	Brit.	str.	599	Mar. 26	Douglas Steamship Co.
Freya	5	Land	Dan.	str.	419	Mar. 24	Arnold, Karberg & Co.
Haitan	5	Pocock	Brit.	str.	1182	Mar. 27	Douglas Steamship Co.
Kwang Lee	5	Lancaster	Chi.	str.	1508	Mar. 26	M. S. S. Co.
Mario	5	Hundewaldt	Ger.	str.	704	Mar. 28	A. R. Mary
Milke Maru	5	Sommers	Japan.	str.	2080	Mar. 27	Mitsui Bussan Kaisha
Ruby Fish	5	Stopani	Brit.	str.	181	Sept. 27	H. K. & W. Dock Co.
Provincia	5	MacKenzie	Amer.	str.	1096	Mar. 26	Melchers & Co.
Septima	5	Hansen	Ger.	str.	783	Mar. 26	Geo. R. Stevens & Co.
Sussex	5	Longley	Brit.	str.	1620	Mar. 24	Russell & Co.
Therian	5	Sams	Brit.	str.	1671	Mar. 26	P. & O. S. N. Co.
Verona	5	Copeck	Brit.	str.	1876	Mar. 26	P. & O. S. N. Co.
Vorwarts	5	Brubn	Ger.	str.	612	Mar. 26	Arnold, Karberg & Co.
<b>Sailing Vessels</b>							
Adam W. Spies	5	Field	Amer.	bqa.	1171	Jan. 22	Russell & Co.
Bylgia	5	Wies	Ger.	bqa.	333	Mar. 20	Wiesler & Co.
Erna	5	Summers	Brit.	bqa.	774	Jan. 25	Melchers & Co.
Erna	5	Summers	Brit.	bqa.	1075	Feb. 21	Russell & Co.
Hattie E. Taylor	5	McConachy	Brit.	bqa.	907	Mar. 26	Gibb, Livingston & Co.
Lady Harwood	5	Williams	Brit.	bqa.	382	Feb. 12	Chinese
Paculus	5	Burnham	Amer.	bqa.	1145	Feb. 28	Pustau & Co.

## Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alcifer	despatch-vessel	1700	4	3160	Com. R. Blair Macdonald	Amoy
Cochet	gunboat 2nd class	465	4	470	Lieut. Com. E. Maxwell	Hongkong
Conquest	gunboat 2nd class	2380	—	—	Captain Chas. Le Ozley	Hongkong
Constance	gunboat 3rd class	2380	14	2590	Capt. L. O. Koppel	Shanghai
Cordelia	gunboat 3rd class	2380	10	2420	Captain Henry H. Boys	Hongkong
Esk	g.-b. 3rd class coast defence	363	3	340	Lieut. Com. Reginald Y. Smith	In reserve
Esper	gunboat 2nd class	465	4	470	Lieut. Com. Denison	Hongkong
Frederick	gunboat 2nd class	465	4	460	Captain Chas. J. Balfour	Shanghai
Herminie	gunboat 3rd class	1420	8	1150	Captain Wm. A. Dyke Acland	Hongkong
Imperieuse	twin-screw battle ship	8400	10	10000	Captain William R. May	On a cruise
Leader	gunboat 2nd class	4300	10	5500	Captain M. J. Dunlop	Hongkong
Linnæa	gun-vessel 2nd class	756	5	1060	Commander Smythies	Singapore
Merril	gunboat 2nd class	430	4	490	Lieut. Com. G. H. Yonge	Hongkong
Katine	gunboat 2nd class	1130	10	1150	Commander J. B. Martin	Shanghai
Orion	twin-screw battle ship	4780	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	gunboat 3rd class	1730	6	3500	Commander R. W. White	Hongkong
Rambler	surveying vessel	830	3	680	Capt. The Hon. F. O. Vereker	On a cruise
Rattler	gunboat 1st class	715	5	1200	Lieut. Com. W. Mark Douglas	Hongkong
Sappho	gunboat 3rd class	1710	12	2380	Captain W. C. Karlake	Hongkong
Satellite	gunboat 3rd class	1420	8	1400	Captain T. P. W. Nesham	Yokohama
Solent	torpedo mining launch	150	—	—	—	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 35	—	95	—	—	—	In reserve
Torpedo Boat No. 36	—	95	—	—	—	In reserve
Victor	g.-b. 3rd class coast defence	5157	14	—	Commander E. J. Church	Hongkong
Wanderer	reefing ship	925	4	780	Commander Geo. A. Giffard	Singapore
Wiven	coast defence ship, armoured	2750	4	1450	—	Hongkong

\* Flagship of Vice-Admiral Sir Nowell Salmon, K.O.B., V.O., Commander-in-Chief.

H. R. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alabout	Russian gunboat	800	—	—	Captain Parengo	Nagasaki
Aragon	Spanish cruiser	1909	—	—	Captain A. Soler	Hongkong
Aspic	French gunboat	1707	4	450	Commander Malopert	Shanghai
Boba	Russian cruiser	1100	—	—	Captain Matusevich	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Essex	U. S. corvette	1375	6	900	Commander Jewell	Singapore
Ilitia	German gunboat	489	—	—	Captain Eiskiedt	Chempuloo
Lutin	French gunboat	482	4	425	Captain Nény	Touron
Machon	U. S. corvette	1800	7	1170	Commander Dyer	Yokohama
Monocacy	U. S. corvette	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Molotov	Corra
Nayezink	Russian cruiser	1330	9	280	Captain Zarine	Nagasaki
Onaba	U. S. corvette	2400	12	1150	Capt. McNaft	Shanghai
Palce	U. S. gunboat	490	6	500	Lieut.-Com. Craig	Kobe
Paravral	French gunboat	540	—	—	Captain M. Focail	Shanghai
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourcet	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Macao
Sirovoh	Russian cruiser	900	1	1000	Commander Sutcliffe	Corra
Sobel	Russian gunboat	455	7	80	Commander Boyle	Japan
Somak	German cruiser	2100	—	—	Captain Krichhaber	Singapore
Tejo	Portuguese gunboat	500	8	100	Lieut.-Com. C. R. Gaminha	Shanghai
Turenne	French frigate	5890	12	4250	Captain Guze	Saigon
Vestnik	Russian corvette	1830	—	—	Captain Lange	Nagasaki
Vipere	French gunboat	490	4	425	Commander Gondot	Saigon
Vidua	Russian corvette	3950	12	—	Captain Mikarek	Singapore
Vesnoch	Russian gunboat	490	—	—	Comander Molchinsky	Viet-nam
Woli	German gunboat	394	4	340	Captain Gredner	Madia